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|--|--|-----------------------------|---|--------------|
| RTIP ID# <i>(required)</i> LA0B103 | | | | |
| Project Description <i>(clearly describe project)</i> The City of Santa Clarita proposes to construct a 1,100-foot-long, 6-lane bridge over the Santa Clara River, connecting Golden Valley Road to Newhall Ranch Road. The project location and extent are shown in the attached Figures 1, 2, and 3. The proposed typical section of the bridge would include a six-lane roadway with a 14-foot median island and pedestrian and bicycle lanes. Generally, the total curb-to-curb width would be approximately 90 feet with a total right-of-way width of approximately 120 feet. Construction is anticipated to take 12 months and would commence in fall 2007. | | | | |
| Type of Project <i>(use Table 1 on instruction sheet)</i> New regionally significant street | | | | |
| County Los Angeles | Narrative Location/Route & Postmiles: The Golden Valley Road Bridge would connect to Newhall Ranch Road, located northwest of the project site, and Golden Valley Road, south of the project site. Newhall Ranch Road is currently under construction by others and is not part of the proposed project. At its southern extent, the project would connect to the Golden Valley Road/Soledad Canyon Road interchange, which has recently been completed. Caltrans Projects – EA# 932589 | | | |
| Lead Agency: City of Santa Clarita | | | | |
| Contact Person Hoon Hahn | Phone# 661- 255-4953 | Fax# 661-259-8125 | Email HHAHN@santa-clarita.com | |
| Hot Spot Pollutant of Concern <i>(Check one or both)</i> PM2.5 x PM10 PM10 conformity determination was initiated prior to the March 2006 Final Rule, therefore, the Interagency Consultation is not applicable to PM10. | | | | |
| Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i> | | | | |
| Categorical Exclusion (NEPA) | x EA or Draft EIS | FONSI or Final EIS | PS&E or Construction | Other |
| Scheduled Date of Federal Action: April 2007 | | | | |
| Current Programming Dates <i>as appropriate</i> | | | | |
| | PE/Environmental | ENG | ROW | CON |
| Start | 2003 | 2005 | April 2007 | Aug. 2007 |
| End | April 2007 | Jul. 2007 | Sept. 2007 | Aug. 2008 |
| Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The purpose of the project is to provide a second east-west connection across the Santa Clarita Valley. The trend of past growth in Santa Clarita is anticipated to continue into the foreseeable future. According to the California Department of Finance's Demographic Research Unit, the current population of Santa Clarita is 167,412 residents. The Southern California Association of Governments (SCAG) projects that the population will increase to 231,846 by 2030. The number of households is likewise anticipated to increase from 50,887 in 2004 to 82,806 by 2030, an average annual growth rate of 2.09 percent. This compares to average annual growth rates for the County of Los Angeles and SCAG region as a whole of 1.04 and 1.40 percent, respectively (SCAG 2004). Given the past and anticipated future growth in population and employment, intraregional traffic, interregional traffic, and commuter traffic are also projected to increase. Current traffic demand in the project area meets or exceeds roadway capacity for many of the arterial roadways. Traffic demand is anticipated to increase over the next few years. Under the "No Action" alternative, levels of service (LOS) at a number of intersections would be expected to deteriorate to unacceptable LOS in the long term. (continued on attached pages) | | | | |

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project site is currently undeveloped, and is zoned Residential Moderate (RM) and Industrial Commercial (IC). Existing surrounding land uses include open space, a mobile home park. The nearest existing residential receptor is more than 1,000 feet from the project site. The nearest commercial receptor is approximately 500 feet away.

Future land uses along Newhall Ranch Road and Golden Valley Road north of Newhall Ranch Road would be extensive residential development, with an anticipated low percentage of diesel vehicle trips generated. The nearest anticipated future residential receptor would be approximately 800 feet away.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

| | LOS | AADT | % Trucks | No. Trucks | Truck AADT |
|----------|-----|--------|------------------------|------------|--------------------------|
| Build | A | 20,000 | 5% all/ 3% ≥ 3 axle | | 1,150 all/ 670 diesel |
| No Build | n/a | 0 | 0 | 0 | 0 |

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

| | LOS | AADT | % Trucks | No. Trucks | Truck AADT |
|----------|-------|------------------|------------------------|------------|----------------------------|
| Build | C - D | 40,000 or 46,000 | 5% all/ 3% ≥ 3 axle | | 2,300 all/ 1,380 diesel |
| No Build | n/a | 0 | 0 | 0 | 0 |

See notes below

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The facility would not construct an interchange or intersections.

A traffic analysis was not made for opening year. Data shown is estimated at 50 percent of horizon year volumes. Opening of the bridge would precede most of the residential development that will occur on the lands north and south of Newhall Ranch Road.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The facility would not construct an interchange or intersections.

Horizon year traffic volumes of 40,000 AADT or 46,000 AADT are based on two scenarios analyzed in the project traffic report (Katz, Okitsu 2004); the two scenarios are with and without Santa Clarita Parkway. The planned developments adjacent to Newhall Ranch Road, west of the Golden Valley Road Bridge would be principally residential and residential-serving commercial. Thus, the traffic generated by these developments would have a relatively small percentage of trucks, and would be the dominant source of traffic at the proposed bridge. A secondary source of traffic would be east-west traffic between I-5/SR 126 and SR 14, where drivers choose this new route, rather than Soledad Canyon Road.

Truck AADT data for Soledad Canyon Road is not available. Truck AADT for SR 14 east of the project site is approximately 5 percent of the total AADT. Approximately 40 percent of the SR 14 trucks are 2-axle trucks, which are not likely to be diesel engine driven. Therefore 60 percent of the truck AADT, or 3 percent of the total AADT on SR 14 may be assumed to be diesel trucks.

Although the truck percentage on Newhall Canyon Road and the Golden Valley Road Bridge is likely to be much less than on SR 14, the SR 14 data is taken as a conservative estimate. Therefore, if the AADT for the proposed Golden Valley Road Bridge is 46,000, and 5 percent of the AADT is trucks, then the truck AADT would be 2,300. Further if 60 percent of the trucks are diesel trucks, then the diesel truck AADT would be 1,380.

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

The proposed project would alleviate congestion currently experienced along nearby regional roads, including Soledad Canyon Road and Bouquet Canyon Road. The project would be a component of the Cross Valley Connector, a project of the City of Santa Clarita to improve regional, cross-valley travel between Interstate 5 to the west and State Route 14 to the east. As such, other arterial roads within the City would benefit from the proposed project.

Comments/Explanation/Details (*attach additional sheets as necessary*)

It is believed that the proposed project is not a POAQC. This conclusion is based on the following reasons:

As described above, the project is part of the Cross Valley Connector. A primary purpose of the Cross Valley Connector is to relieve congested roadways.

Anticipated maximum traffic volumes of 40,000 to 46,000 AADT are well below the 125,000 AADT threshold suggested in the Interim Guidance Document.

Diesel traffic would be less than 10,000 AADT.

The project would not serve land uses that generate diesel truck trips.

The project would serve primarily gasoline-powered vehicles.

The project will not be located in proximity to populated areas.

The project: does not increase diesel traffic by more than 3% - 5%.

**Golden Valley Road Bridge
Purpose and Need Statement (cont.)**

The Golden Valley Road Bridge Project is needed to complete a critical segment of the Cross Valley Connector (CVC) Project, which is included in the Santa Clarita General Plan Circulation Element. The CVC is planned to be an arterial east-west route through the Santa Clarita Valley that would increase regional capacity by connecting Interstate 5 (I-5)/State Route 126 (SR 126) in the west to State Route 14 (SR 14) in the east. It is planned to improve patterns of circulation, movement of people and goods, and access control in the area. It would also have an important role in helping to relieve congestion and accommodate the rate of population and employment growth being experienced in the Valley.

The CVC would not be the sole east-west route between I-5/SR 126 and SR 14. San Fernando Road and Soledad Canyon Road are two existing routes providing connection across the I-5/SR 126 and SR 14 "V". Thus, the Golden Valley Road bridge would help alleviate traffic congestion along Soledad Canyon Road and Bouquet Canyon Road by providing an alternative east-west route through Santa Clarita, eliminating out-of-direction travel and improving interregional travel through increased east-west mobility.

The primary purpose of the proposed project is:

- to provide an additional east-west transportation corridor across the Santa Clara River as specified in the City's General Plan;
- to complete an essential portion of the CVC Project;
- to complete an east-west route across the Santa Clarita Valley;
- to connect I-5 and SR 126 in the west to SR 14 in the east;
- to alleviate traffic congestion along Soledad Canyon Road and Bouquet Canyon Road;
- to eliminate out-of-direction travel and improve interregional travel by improving east-west mobility;
- to improve local access to commercial and industrial areas within Santa Clarita;
- to improve local air quality; and
- to construct a roadway that would minimize environmental hazards.